(c) to (e) The Central Council loi Research in Yoga and Naturopathy had sanctioned research projects in Naturo pathy in 1981-82 initially for a period Of three years. Fourteen institutions undertook the research work under this scheme. Tfte institutions were giving financial assistance by the Council d^nns 1981 to 1985. After re-constitution of the Governing Body of the Council in 198.S, a ScientifTt Financial Advisory Committee (Naturopathy) was constituted. The pro posals for grants to various Naturopathy institution.s in the country were ex'amined by the Scientific Financial Advisory Com mittee (Naturopathy) in March, 1986. The Committee has recommended release of grants for research to six Naturopathy institutions.

Tribal education

1263. SHRI ASHWANI KUMAR: Will *the* Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state

(a) whether the Education Commission 1964-66 had strongly advocated 'for special attention to tribal education; and

(b) if so, what steps have been taken by Government in this regard and 'he results achieved?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA RO-HATGI); (a) Yes, Sir.

(b) The Government has taken a number of steps for the educational development of Scheduled Tribes which include, *inter, alia;* Opening of educational institutions on priority basis in tribal areas, provision of incentives in the form of scholarships, free-ship, free uniforms, books and stationery, setting up of Ashram Schools and hostels. Reservation of seats in Edu-fcaljional institutions and provision of coadiing facilities.

Tliese measures have resulted in signifi-cant improvement in the education of Scheduled Tribes. Their literacy rate has almost doubled in the last two decades. from 8,54 per cent in 1961 to 16.35 per cent in 1981. Percentage of enrolmeirt: of Scheduled Tribes to total enrolment at primary stage ha^ increased from 4.6 in 1967-68 to 7.1 in 1983-84. The corresponding figures of" enrolment at middle stage are 2.8 and 4.2. The number of Scheduled T.afaes availing postmatric scholarship has increased from 21,26l in 1967-68 to 1,19,483 in 1982-83 showing morg than five-fold increase.

Over charging by autonckslui«r drivers at Delhi

1264. SHRI VIRENDRA VERMA:
— SHRI SUSHIL CHAND MOHUNTA:
DR. MOHD. HASHIM KIDWAI:

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are aware of the continuous exploitation of passengers by the autorickshaw and taxi drivers in Delhi overcharging, keeping fault metres, refusal to lake passengers to specified destinations unless paid extra charges etc. despite various measures claimed to have been taken by the authorities concerned;

(b) whether Government are a'so aware that exploitation of the passengers becomes more when the fares are raised by the authorities and the autorickshaw/ta-xl metres are to be caliberated as per the new fares; and

(c) if sO, what more stringent measures than the existing ones are being contemplated to check corrupt practices?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) and
(b) Instances of this nature have come to the notice.

(c) Delhi Administration have reported that consequent to the intensive checking, as many as 75510 and 6904 cases have been prosecuted against aiitoricksb^w? and taxies respectively by the enforcement agencies in the past two years upto 31-3-1986 for various trffenees. Of these

9960 autorickshaw drivers were_ prosecuted for refusal to carry passengers and 1655 for misbehaviour and overcharging. Similarly, 399 taxies were prosecuted for refusal to carry passengers aid 517 for misbehaviour and overcharging. In addition 159 driving licences were suspended and action was taken lo suspend permits in 247 cases. In addition the following measures have been taken:—

(1) Use of decoy passengers lo check refusal from time to time.

(2) Introduction of new system of stamping and punching driving licences according to which a driving licence niay be suspended after ihey are found committing three traffic violations, j

Ci) Recently, a new scheme of prepaid taxi service has been introduced at Palam Airport to avoid such complaints from the general public and also to Ijelp foreigners who visit India. This service is being availed of by most of the visitors to Palam Airport and appreciated by all.

(4) The traffic Police has taken special measures at Railway Stations, New Delhi. Delhi Main and Nizamuddin by introducing 'Q' of the TSRs and taxies so that the passengers arriving there get the taxies and TSRs without any difficulties/harassments. Besides this revised fare charts are also being distributed amongst the passengers in order to avoid overcharging.

PoBcy for appointment agentis in lieu of G.S.A.

1265. SHRI RAJNI RANJAN SAHU: WiU the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that several in-tematSonal airlines ope^^ling IQ U.S.A. follow open policy for working as agents *io* lieu of appointing G.S.A,, if so. ihe details thereof;

(b) whether Government propose to adc^t this policy in case of Air India also, and do away with the practice of appoint ing G.S.A.; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) According to lATA definition, a Genera] Sales Agent is one who procures business exclusively for the appointing carrier in a single country or territory as deilned in the General Sales Agreements contract. The Government are not aware of any international airline operating in USA which, works 'I-; an Agent or a General Sales Agent for another airline.

(b) Air-India do not have a General Sales Agents at any point in the U.S.A.

(c) Does not arise.

Leasing of cargo aircraft and purchasing of Boeing 747

1266. SHRI RAJNI RANJAN SAHU: DR. BAPU KALDATE:

Will the Minister of TRANSPORT be pleased to state;

(a) whether it is a fact that Air India has recently entered into two contracts viz., one relating to the lease of three cargo aircraft and other involving the purchase of a Boeing 747 Jumbo jet to replace 'KanLshka';

(b) if so, what are the details thereof;

(c) whether the contract was referred to the Air India Board of Directors for its approval;

(d) if not, what are the reasons therefor; and

(e) the loss incurred by Air India due to delay in negotiating the contracts?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) One June 15, 1985, Air India concluded an Aircraft Lease Agreement with Evergreen International Airlines for 'he wet lease of freighter aircraft with effect fromi July 1, 1985 as follows:—